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The new millennium has started – and with it the 100<sup>th</sup> business year of the SBB. The year 2001 was characterised by strategic decisions for the future of the enterprise, by fast resolutions for the good of our country, and once more by an increased patronage on the part of our customers.

**15<sup>th</sup> January.** Because of a suspicion of misappropriation of funds, the SBB AG brought a charge against a former employee before the "Untersuchungsrichteramt Bern-Mittelland" (investigating magistrate). The amount of the offence is several million CHF. The irregularity in bookkeeping was discovered on occasion of a routine check.

**20<sup>th</sup> February.** Reacting to various media reports, the SBB Management comments in detail on the remuneration of top executives.

**21<sup>st</sup> February.** The customers give the SBB higher marks once more. A representative survey has shown that nearly 85 percent of the train passengers – three percent more than previously – are fully and entirely satisfied with the performances.

**23<sup>rd</sup> February.** The SBB's Board of Directors approves a credit of 217 million francs for the procurement of 70 new Intercity double-deck cars. The contract is awarded to the consortium ADtranz/Alstom. With this fourth batch of orders, the fleet of IC double-deckers will grow to a total of 320 cars until 2004.

**29<sup>th</sup> March.** At more than 100 stations, the SBB expand their offer of services by introducing the advance sales "TicketCorner" for entrance tickets to events. Persons interested in cultural events, and sports enthusiasts, are offered the possibility to buy both the train ticket and the entrance to the event.

**4<sup>th</sup> April.** Daniel Nordmann, the new head of SBB Cargo, presents the freight strategy to the public. Apart from a quality boost in domestic traffic, SBB Cargo wants to generate additional growth on the European north-south transit axis through Switzerland. This shall be achieved with the help of, among other things, a strategic alliance with "Häfen und Güterverkehr Köln (HGK)". The company headquarters of SBB Cargo move to Basel.

**5<sup>th</sup> April.** BLS Lötschbergbahn AG, Hupac and SBB Cargo found RAlpin AG, a company operating a "rolling motorway" for goods transport between Freiburg im Breisgau and Novara in Italy. With this concept, the three parent companies are setting a milestone in Swiss transport policy.

**9<sup>th</sup> May.** The SBB present the annual statement of accounts 2000. Net profit shows a growth from the previous year's 120.3 million to 146.2 million CHF. Passenger numbers increased from 275.9 to 286.8 million. Transported goods increased from 57.3 to 60.5 million tonnes.

**15<sup>th</sup> May.** By mutual understanding, SBB and BLS stake out their areas of activity newly. The most important step is that from 2004, BLS will assume system and market responsibility for the S-Bahn Bern, while SBB will newly be responsible for long-distance passenger traffic on the BLS network. Around 100 employees will change from one employer to the other. The SBB get the pre-emptive right for a minority share in BLS.

**10<sup>th</sup> June.** The new timetable enters into force. The expansion of the SBB's offer brings the train users around 4 percent more services in regional and long-distance traffic, as well as shorter travel times on the foot-of-the-Jura line. Worthy of special note are the half-hourly cadence on the sectors Biel-Zürich and Biel-Bern, improved connections in Lausanne, and numerous new early morning and late night connections.

**11<sup>th</sup> June.** SBB Cargo takes the Cargo Express network into service. Since then, 50 trains with 500 wagons have been running every night from around 40 stations and offer an accelerated overnight transport service.

**20<sup>th</sup> July.** Together with bodies representing interests, the SBB announce a special effort for customers with reduced mobility. With all transformations and new constructions, the needs of the handicapped shall be taken into account even more. The most helpful measures are ramps, lifts and raised platforms to enable level access to trains. But also visual and acoustic passenger information shall be improved.

**2<sup>nd</sup> August.** Financial mid-point in the construction of the new line Mattstetten-Rothrist in the Bahn 2000 scheme. With 806 million CHF, around half of the overall credit of 1593 million CHF are invested. The remarkable thing is that the estimated end costs for the 1<sup>st</sup> phase of Bahn 2000 will amount to 5.9 billion CHF, around 1.5 billion or 20 percent less than the originally estimated 7.4 billion CHF.

**8<sup>th</sup> August.** The SBB decide to give their 620 regional stations in the coming 5 years a new, uniform and modern outlook. The face-lifting costs the SBB around 340 million CHF.

**13<sup>th</sup> August.** The loss of parts of the steering rods in the bogie of an Intercity tilting train ICN prompts the SBB to take their whole fleet of 22 ICN trains out of service and to subject them to checks. In coop-

eration with the supplier firms, 54 600 bolt connections were checked in the following weeks. No fault in material could be detected.

**6<sup>th</sup> September.** Together with DaimlerChrysler and Mobility, the SBB present the project RailLink. At the 42 biggest Swiss stations, 75 "Smart" cars enable train passengers to continue their journey to places where the railway cannot go. Thus, RailLink provides the last link in the transport chain.

**4<sup>th</sup> October.** Due to changed outline conditions in British railway policy, the SBB for the time being refrain from bidding for a concession for the operation of a railway network in England. In the role of consultant, they remain at the disposal of their partner.

**12<sup>th</sup> October.** SBB Cargo orders ten new freight train locomotives of the series Re 482 from the manufacturer Bombardier Transportation. From the spring of 2002, the new locomotives will primarily be used on the international north-south axis. Outlay: 30 million Euros.

**25<sup>th</sup> October.** The SBB react to the sudden closure of the Gotthard road tunnel after a heavy traffic accident. Within 24 hours, they re-activate the car-carrying service Göschenen–Airolo, abandoned 20 years before. Over 70 000 motorists use this service until before Christmas. Also the rolling highway for goods traffic between Brunnen and Lugano, set up with new terminals inside of one week, has a good utilization rate of 75%.

**12<sup>th</sup> November.** The cantonal government of Zug commissions the SBB with the operation of the new Stadtbahn. To prepare for this, the SBB procure twelve new trainsets for regional traffic, worth 84 million CHF. With 67 million CHF, the canton of Zug for its part makes an essential contribution towards the investments in the infrastructure. The Stadtbahn Zug takes up operation in 2004.

**10<sup>th</sup> December.** The SBB buy the 60 percent shareholding of Autogrill AG in the railway catering company Passaggio Rail AG. Thus, the SBB again want to more strongly exercise their influence on the quality of the goods and the service in on-board catering.

**14<sup>th</sup> December.** After intensive negotiations the SBB and their contract partners come to an agreement in the wage negotiations for 2002. The SBB increase their wage bill for the year 2002 by 3.6 percent. □